16 JAN 1959

Aer-21/330

30 APR 1959

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAVINST 3750.6C

THIRD ENDORSEMENT on FAGUPAC AAR ser 7-58 concerning F4D-1 abd FJ-4B
BUNOs 134796 and 139547 accident occurring 18 November 1958, pilots
(b) (6) [redacted]

From: Chief, Bureau of Aeronautics
To: Chief of Naval Operations (Op-57)
Via: Commander, U. S. Naval Aviation Safety Center

Subj: FAGUPAC AAR ser 7-58

1. Forwarded.

(b) (5) [redacted]

(b) (6) [redacted]

By direction

Copy to:
COMNAVAIRPAC
CO, FAGUPAC

RECEIVED
MAY - 4 1959
NAVAL AVIATION
SAFETY CENTER

3

FF4-1/3040
Serial:
80/ 109
JAN 6 1959

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAVINST 3750.6C

SECOND ENDORSEMENT on FAGUPAC AAR ser 7-58 concerning F4D-1 abd FJ-4B BUNOs 134796 and 139547 accident occurring 18 November 1958, pilots
(b) (6) [redacted]

From: Commander Naval Air Force, Pacific Fleet
To: Chief of Naval Operations (OP-57)
Via: (1) Chief, Bureau of Aeronautics (MA-61)
(2) Commander, U. S. Naval Aviation Safety Center

Subj: FAGUPAC AAR ser 7-58

1. Readdressed and forwarded, concurring in the conclusions and recommendations of the Aircraft Accident Board, as modified by the first endorsement.

(b) (5) [redacted]

(b) (6) [redacted]

By direction

Copy to:
NAVAVSAFCEN (2) (Airmail)
CINCPACFLT
OIC, NPU, EL CENTRO
DIRFAIRSANDIEGO
CO, FAGUPAC
BAR, EL SEGUNDO
BAR, COLUMBUS

FAGU/RDR:whl
A25
Ser 1759
13 DEC 1958

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 65, OPNAVINST 3750.6C

FIRST ENDORSEMENT on FAGUPAC AAR serial 7-58 concerning FJD-1, 134796, accident occurring 18 November 1958, pilot (b) (6)

From: Commanding Officer, Fleet Air Gunnery Unit, Pacific
To: Chief of Naval Operations (OP-57)
Via: (1) Commander Naval Air Force, U. S. Pacific Fleet
(2) Commander, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report 7-58; forwarding of

Ref: (a) OPNAVINST 3750.6C of 10 June 1958
(b) CO FAGUPAC Spdltr ser 1675 of 26 Nov 1958

1. Forwarded, concurring with the analysis, comments and recommendations of the Aircraft Accident Board.

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

R. D. KING

Copy to:
COMNAVAVNSAFECEN (2 cys direct AIRMAIL)
BUAER (Direct)
COMNAVAIRPAC (Direct)
NAR EL SEGUNDO
NPU EL CENTRO

7

AIRCRAFT ACCIDENT REPORT
NAV FORM 3750-1 (REV. 11-58)
PAGE 1

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 65, OPNAVINST 3760.66

OPNAV REPORT 3750-1

PART I – GENERAL

1. AIRCRAFT ACCIDENT BOARD CONVENED BY: Fleet Air Gunnery Unit, Pacific
2. DATE OF ACCIDENT: 18 NOV 1958 — TIME: 1330
3. AAR SERIAL NO.: 7-58
4. TO: CHIEF OF NAVAL OPERATIONS (Op-57)
5. ENCLOSURES:
   (1) Statement [redacted]
   (2) Pilots Statement [redacted]
   (3) Witness Statement (4)
   (4) Helicopter Pilots Statement
   (5) Diagrams (2)
   (6) Photographs (7)
   (7) Medical Officers Report (2)
   (8) Resome of Pilots Flying Experience
   (9)
6. VIA: (1) COMNAVAIRPAC
   (2)
   (3)
   (4)
   (5)
   (6)
   (LAST) DIRECTOR, U. S. NAV. AV. SAFETY CENTER
7. REPORTING CUSTODIAN (if different than item number 1): Fleet Air Gunnery Unit, Pacific
8. ACTIVITY OPERATING AIRCRAFT (if different than item 7):
9. KIND OF FLT.: 1A1
10. TIME OF DAY: ☐ DAWN ☒ DAY ☐ DUSK ☐ NIGHT
11. LOCATION OF ACCIDENT: 355° M 20NM from Thermal Calif.
12. ELEV. ABOVE SEA LEVEL: 25,000'
13. PLACE OF LAST TAKE-OFF: NAAS El Centro, California
14. CLEARED FROM NAAS El Centro TO NAAS El Centro
15. TYPE CLEARANCE: ☐ IFR ☒ VFR ☒ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER, Specify
16. TIME IN FLT.: 30 Min.
17. TYPE ACCIDENT: A-1 Midair Collision
18. PHASE OF FLIGHT: (4) in Flight

AIRCRAFT

19. MODEL: F4D-1
20. SERIAL NO.: 134796
21. DAMAGE TO AIRCRAFT: ☒ A. ☐ B. ☐ C. ☐ D.
22. DOL. COST: $950,000.00
23. AIRSPEED (kts): 280 K
24. A/C WT.: 22,500
25. LIST MODEL, SER. NOS, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (complete separate OPNAV Form 3750-1 for each A/C): FJ-4B 139547 Damage: Charlie ($6980.00)

PILOT AND CO-PILOT

1. PERSONNEL	2. NAME (last, first and middle initial)	3. RANK/RATE	4. FILE SERV. NO.	5. DESIG-NATOR	6. DATE DESIG-NATED	7. DATE OF BIRTH	AGE
PILOT/PERSON AT CONTROLS AT TIME OF ACCIDENT	[redacted]	LT	[redacted]		20 MAR 56	[redacted]	29
CO-PILOT		LTJG			20 MAY 55		26

8. PERSONNEL	9. OPERATIONAL FLT. TRAINER AVAILABLE?	USED?	10. UNIT TO WHICH ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	☐ YES ☒ NO	☐ YES ☒ NO	Fleet Air Gunnery Unit, Pacific	☒ STANDARD ☐ SPECIAL
CO-PILOT	☐ YES ☒ NO	☐ YES ☒ NO	Fleet Air Gunnery Unit, Pacific	☒ STANDARD ☐ SPECIAL

12. PILOT, CO-PILOT, STUDENT EXP. — TOTAL PILOT HOURS

ITEM	[redacted]		ITEM	[redacted]		
ALL MODELS	831.8	1159.3	CV LANDINGS DAY/NIGHT			
ALL MODELS IN LAST 12 MOS.	185.2	262.0	FCLP LANDINGS DAY/NIGHT			
ALL MODELS IN LAST 3 MOS.	45.9	49.0	INSTRUMENT HOURS, LAST 3 MONTHS	12.2	1.1	8
ALL SERIES THIS MODEL / OFT	358.7 / 0	~~196.0~~ 562.0 / 0	NIGHT HOURS, LAST 3 MOS.	1.1	.7	
ALL SERIES THIS MODEL, LAST 12 MONTHS / OFT	176.2 / 0	196.0 / 0	(jet accidents only) TOTAL JET PILOT HOURS	466.7	826.0	
ALL SERIES THIS MODEL, LAST 3 MONTHS / OFT	41.9 / 0	26.1 / 0	DATE LAST FLIGHT, ALL SERIES THIS MODEL	11-17-58	11-17-58	
			DURATION LAST FLIGHT, ALL SERIES THIS MODEL	1.5	1.0	

13. ALL AIR PERSONNEL

	NAME (last, first and middle initial)	RANK/RATE	SERVICE NO.	ORG. TO WHICH ATTACHED	INJURY TYPE	BILLET	POSITION
1.	[redacted]	LT	[redacted]	FAGUPAC	B	PILOT	COCKPIT
2.		LTJG		FAGUPAC	E	PILOT	COCKPIT
3.							
4.							
5.							

(if additional space is necessary, attach additional sheet(s))

NAV FORM 3750-1 REV. 11-57

PAGE 2

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

1. CEILING	2. VISIBILITY	3. WIND DIRECTION AND VELOCITY	4. TEMPERATURE	OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTINGS
UNK	50						

7. OTHER WEATHER CONDITIONS (winds aloft, icing levels, state of sea, etc., if pertinent to accident)

ITEM	ITEM	ITEM
(b) (5)		

PART II – MAINTENANCE, MATERIAL AND FACILITIES DATA

1. AIRCRAFT HISTORY

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HRS. SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK

2. ENGINE HISTORY

	ENGINE MODEL	SERIAL NO. OF ENGINE						
NO. 1								
NO. 2								
NO. 3								
NO. 4								

3. GENERAL

a. DID FIRE OCCUR: ☐ BEFORE ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR

b. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☒ NO

c. CHECK IF APPLICABLE ☐ AMP FOR SERIAL

d. HAS DIR BEEN REQUESTED? ☐ YES ☐ NO

e. FAILED COMPONENTS INVOLVED

4. A/C, CREW AND ENG. FACTORS

CHECK BELOW ITEMS PRESENT IN THIS ACCIDENT

a. ☐ AIRCRAFT DESIGN
b. ☐ AIRCRAFT EQUIPMENT
c. ☐ MAINTENANCE
d. ☐ UNDETERMINED
e. ☐ TECHNICAL INSTRUCTION
f. ☐ OTHER, Specify
g. ☐ SURFACE FACILITIES
h. ☐ HUMAN ENGINEERING (e.g. cockpit configurations)

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5. FLIGHT DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED (Kts)	c. OPERATING TEMPERATURE	d. WEIGHT OF AIRCRAFT	e. C.G. (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE

h. EVIDENCE OF FUEL CONTAMINATION

i. CAUSE OF ENGINE FAILURE OR FLAMEOUT

j. FUEL CONTROL REGULATOR/CARBURETOR (List Stock and Ser. nos., give time since new or overhauled)

k. EXTERNAL STORES ABOARD A/C

2-300 GAL DROP TANKS

(If additional space is necessary, attach additional sheet(s))

NAV FORM 3750-1 (REV. 11-55)
PAGE 3

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

PART II – MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

1. GENERAL BASIC FACILITIES INVOLVED (DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION)

- a. ☐ CLEARANCE AUTHORITY
- b. ☐ FLIGHT PLANNING INFORMATION SOURCE
- c. ☐ LANDING AIDS (GCA, CCA, ILS, etc.)
- d. ☐ TRAFFIC CONTROL TOWER (Field or Ship)
- e. ☐ APPROACH AND ENROUTE AIDS TO NAVIGATION
- f. ☐ RUNWAY WATCH
- g. ☐ LANDING SIGNAL OFFICER
- w. ☐ OTHER, Specify
- h. ☐ RUNWAY
- i. ☐ WATER LANDING AREA
- j. ☐ APPROACH ZONE
- k. ☐ END ZONE
- l. ☐ SHOULDERS
- m. ☐ TAXIWAY
- n. ☐ PARKING AREA
- o. ☐ EMERGENCY ARRESTING GEAR (Runway)
- p. ☐ AIRCRAFT SERVICING, HANDLING & DIRECTING (Field or Ship)
- q. ☐ CRASH AND RESCUE
- r. ☐ SEARCH AND RESCUE
- s. ☐ CATAPULT
- t. ☐ ARRESTING GEAR (Carrier)
- u. ☐ BARRIER OR BARRICADE (Field or Ship)
- v. ☐ FLIGHT DECK

2. SHIPS DATA

a. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR	B. PRESSURE SETTINGS	C. WIND OVER DECK	D. RELATIVE HEADWIND	E. APPROACH SPEED (SPN-12 READING)

F. MARK NUMBER	G. MODEL NO.	H. LOCATION ON SHIP	I. LAUNCHING BRIDLE AND CONFIGURATION USED

J. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

K. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT, OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED.

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE – DOME (P.S.I.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE – RATIO	CONTROL VALVE SETTINGS: CONSTANT RUNOUT (WT. LBS.)	ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

PART III – REMARKS (continue on separate pages if necessary)

SECTION	ITEM	
		A. No government property damage B. No private property damage

2 cc NAVAVNSAFECEN DIRECT
1 cc BUAER DIRECT
1 cc COMNAVAIRPAC DIRECT
1 cc CINCPACFLT
1 cc BAR EL SEGUNDO
1 cc NPU EL CENTRO

10

PART IV – SIGNATURES (INDICATE DATE SUBMITTED TO C. O.)

[redacted]
LT [redacted] SAFETY OFFICER
UNIT BILLET

[redacted]
LT [redacted] USN (MC)
(flight surgeon member)

[redacted]
LT [redacted] USN, FLIGHT COMMANDER
UNIT BILLET

[redacted]
LTJG [redacted] USN, FLIGHT INSTRUCTOR
UNIT BILLET

PART V
THE ACCIDENT

The flight of four aircraft, F8U-1, F4D-1, FJ-4B, A4D-2 and two F9F-8P photo aircraft was scheduled for a PIO photo flight. The pilots of the aircraft to be photographed conducted the briefing with the photo pilots form VFP-61.

The flight departed, NAAS El Centro, California at approximately 1305U in the following order:

LT (b) (6) - Pilot of F4D-1

LTJG (b) (6) - Pilot of FJ-4B

LTJG [redacted] - Pilot of A4D-1

LTJG [redacted] - Pilot of F8U-1

The rendezvous was accomplished over Holtville and the flight climbed on course to 25,000 feet. The first formation was a diamond with the F4D-1, LT (b) (6) leading, the A4D-1 on the starboard wing, the FJ-4B, LTJG (b) (6) on the port wing, and the F8U-1 in the slot. See enclosure (5).

One photo aircraft was absent of the formation as a safety observer. The other photo aircraft positioned himself above the formation and took vertical photographs.

At the completion of the run north in a diamond formation, the pilot of the F4D-1 passed the lead to the A4D-2 and the formation was to be re-formed in a left echelon in the following order, A4D-2 lead, FJ-4B on left wing, F4D1 and then the F8U-1. See enclosure (5).

During the change of formation, the F4D and the FJ-4B collided. The aircraft separated and the F4D commenced a high "G" barrel roll to right. After completion of the roll and before entering a spin the pilot ejected. The ejection appeared normal to observers and occurred at approximately 22,000 feet. Approximately ten seconds after ejection, the parachute deployed and appeared normal. The pilot of the F8U followed the chute down until it hit the ground, at which time he lost sight of LT (b) LT (b) (6) landed in the Joshua Tree National Monument, bearing 355 M.C, 20 miles from Thermal, California, at an elevation of 4,100 feet. The aircraft crashed approximately two and one half miles north of the pilot and burned.

NAAS El Centro was notified on guard channel of the crash. A helicopter was dispatched to the scene of the crash from NAAS El Centro and the pilot was located.

The pilot was found to be injured and in great pain so morphine was administered. A radio call to an Air Force helicopter in the area with a doctor aboard, brought medical aid.

The pilot was returned to NAAS El Centro by the Air Force helicopter and then transferred to an ambulance for transportation to U. S. Naval Hospital, San Diego.

The FJ-4B was only slightly damaged and after testing the slow flight characteristics of the plane, made an uneventful landing at NAAS El Centro.

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PART VI
DAMAGE TO THE AIRCRAFT

1. F4D-1, BuNo 134766

The aft portion of the vertical stabilizer which contains the UHF antenna was broken off on the initial contact with the other plane. Next the outboard half of the right elevon was torn off by contact with the Aero 7A pylon on the MJ. After completing the high "G" barrel roll the right wing fold panel came off. The aircraft soon entered a spin and crashed in approximately a 45 degree dive and was demolished.

2. FJ-3, BuNo 139347

The forward portion of the Aero 7A pylon was torn off and the forward half of the pylon cone and bomb. A hole, two inches in diameter, was torn in the lower skin of the port wing at station, R. S. 91.00. There was another hole, two inches in diameter, six inches forward of the port wheel well door. Both holes punctured the internal wing cell. There was a dent approximately 1/8 inch deep and six inches long on the lower surface of the left outboard wing panel, station W. S. 200.00.

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PART VII
THE INVESTIGATION

The investigation of the accident covered the following phases:

1. The Pilots
2. The Aircraft
3. The Flight Schedule
4. The Briefing
5. The Flight
6. The Collision
7. The Ejection and Descent
8. Crash Location
9. The Parachute
10. The Ejection Seat
11. Pilot's Injury

1. The Pilots

LT (b) (6) USN, was designated a Naval Aviator in March 1956 after graduating from the Naval Academy in June 1954. He had one tour in an all weather fighter squadron flying F4D-1 aircraft in which he made a WestPac cruise. In July of 1958 he was transferred to FAGUPAC and was assigned as an instructor in the all weather syllabus after completion of syllabus and instructor training. He had a total of 831.8 hours of military flying, of which 466 hours are in jet aircraft and 355.7 hours in the F4D-1. He was a qualified flight leader.

On the night prior to the accident, LT (b) (6) had nine hours sleep and the following morning ate a normal breakfast. He ate a lunch made by his wife. He had no problems which would cause undue mental stress and appeared happy and normal.

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LTJG (b) (6) USN, was designated a Naval Aviator in ~~October~~ MAY 1955 after completing flight training as a Naval Aviation Cadet. He had one tour in fighter squadron flying FJ-3 aircraft, in which he made a WestPac cruise. In June 1957 he was transferd to FAGUPAC and was assigned as a flight instructor in the air to air gunnery syllabus after completion of syllabus and instructor training. He had ~~370~~ 533.6 hours in the FJ-3, 8.4 hours in the FJ-4 and this was his first flight in the FJ-4B. He had a total of 1159.3 hours of military flying of which 826 are in jets. He was a qualified flight leader.

On the night prior to the accident, LTJG (b) (6) had eight (8) hours sleep. He ate no breakfast the following morning, but this is normal for LTJG (b) (6). He did however eat a hearty lunch. He had no emotional problems that could be considered abnormal and appeared normal in every respect.

2. The Aircraft

F4D-1 BuNo 134796 was received by FAGUPAC on 24 September 1958 via Bar El Segundo (interim rework), VF-213, FAWTUPAC and Bar El Segundo (Navy Acceptance). Since acceptance at FAGU the aircraft had flown a total of 16.5 hours prior to the accident with the following discrepancies:

10 November 1958, pitch trimmer out, replaced pitch trimmer actuator

13 November 1958, pitch trimmer out, replaced pitch trimmer D. C. Motor and broken wire.

The aircraft flew 4.1 hours subsequent to 13 November with no further discrepancies.

FJ-4B BuNo 139547 was received by FAGU on the 24th of July 1957 via VF(AW)-3 and Bar Columbus. The last inspection was a 1st intermediate

inspection completed on 6 November 1958 and has no history of abnormal discrepancies.

3. The Flight Schedule

The flight schedule for 18 November 1958, included a flight consisting of one each of F4D-1, A4D-2, F8U-1 and FJ-4B, for the purpose of photographing these aircraft in various formations and singly, to illustrate a story that was to be released to NavAirNews. It was scheduled for 1100 briefing and 1200 take-off. This was the second time that this flight was to be flown, because the previous photographs were not considered satisfactory. LT (b) (6) was the only pilot that had flown on the previously scheduled photo hop. The flight order was as follows: LTJG (b) (6) (F8U-1), LT (b) (6) (F4D-1), LTJG (b) (6) (A4D-2), LTJG (b) (6) (FJ-4B). All of the pilots were qualified flight instructors.

4. The Briefing

LT (b) (6) became the flight leader for the following reasons. He was the only pilot of the four that flew in the previous PIO mission. He was the senior officer of the flight. After a group discussion it was decided that LT (b) (6) (F4D) should lead the diamond formation with LTJG (b) (6) on his right wing and LTJG (b) (6) on his left wing. LTJG (b) (6) would fly in the slot position of the formation. The Photo Pilots would take as many picutres as they needed and then the flight would change formation from the diamond into left echelon. The order of aircraft in left echelon would be the smallest aircraft first and progressing to the largest. Namely (b) (6) (A4D), (b) (6) (FJ-4B), (b) (6) (F4D), (b) (6) (F8U). The procedure for changing the first order was not discussed in the briefing. At the conclusion of the left echelon pictures one Photo Pilot would

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pick up the A4D and the other Photo Pilot would pick up the F8U for individual shots. The section remaining would keep the others in sight and then they would be picked up for individual shots. The flight would then return to NAAS El Centro individually.

5. The Flight

The flight rendezvoused over the Holtville Naval Auxillary Air Station at which time they formed a diamond formation as briefed. The flight took up a heading of 310 while the Photo Pilots positioned themselves for the pictures of the diamond formation. At the conclusion of the final picture a transmission was made by the lead photo pilot, signifying that the flight may switch formation from the diamond to the left echelon.

LT (b) (6) stated that he was pulling off power. At the sametime LTJG (b) (6) stated that he had the lead and added power. LTJG (b) (6) pulled up in order to allow LT (b) (6) to pass underneath. LT (b) (6) noticed LTJG (b) (6) pull up in his left rear view mirror. No transmissions were made by either pilot. LTJG (b) (6) lost sight of LT (b) (6) as he passed underneath. LT (b) (6) noticed LTJG (b) (6) on the upper portion of his rear view mirror. It should be noted that the rear view mirrors on the F4D are wide angle mirrors.

Immediately after sighting LTJG (b) (6) at the top of his mirror, LT (b) (6) and LTJG (b) (6) collided.

6. The Collision

Investigation of the wreckage disclosed that the UHF antenna of the F4D scraped along the underside, outboard wing panel of the FJ4B. This contact dislodged a portion of the antenna and left imbedded on right side.

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of the FJ-4B's flush rivets, a deposit of rubber. The deposit of rubber indicates that motion was from right to left drifting back. The right outboard elevon of the F4D contacted the port center Aero 7A pylon of the FJ-4B with an impact that tore the forward portion of the pylon off and to the left. The impact on the elevon was between the wing fold area and the elevon wing tip. This outer portion from the impact point to the elevon wing tip separated from the F4D on collision. After the F4D separated from the FJ-4B and commenced a roll to the right, the whole wing fold panel folded and broke away from the F4D. The F4D continued into a right spin and crashed on a heading of 350 degrees with an impact dive angle of 55 degrees as noted on the aircraft instruments in the wreckage.

Damage to the FJ-4B was a hole two inches in diameter in the lower skin of the port wing, station R. S. 91.4. Another hole two inches in diameter, six inches forward of the port wheel well door. Both holes puntured the internal wing fuel cell. The leading edge of the Aero 7A pylon and 18 inches of the fairing on the left side was torn away. There was a dent approximately 3/8 of an inch deep and six inches long on the lower surface of the left outboard wing panel, station W.S. 200.0.

7. The Ejection and Descent

(b) (5), (b) (6)

[redacted]

(b) (5), (b) (6)

The Naval Parachute Unit was consulted to provide expert opinion and to furnish technical assistance in this portion of the investigation. It appears that there are no finite numbers for terminal velocities, parachute sinkrates, and time to reach terminal velocity at altitudes above 10,000 feet. However, certain limits can be set with reasonable accuracy for the purpose of determining the above factors. Charts, containing the above factors, were consulted. Some of them were based on actual tests at lower altitudes and them extrapolated to include the upper altitudes, while others are primarily based on theory. Though the charts were similar, when applied to varying increments of time, large discrepancies resulted.

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8. The Crash Location

The F4D crashed in a high plateau like valley called the Joshua Tree National Park, 15 miles south of 29 Palms. The wreckage was badly scattered over approximately a quarter of a mile.

The pilot was found approximately 2 ½ miles south of the crash laying upon his parachute. [redacted] (b) (5), (b) (6) [redacted] LT (b) (6) was suffering from extreme pain and was given a shot of morphine to ease the pain. Chief (b) (6) called another helicopter that had a doctor aboard and LT (b) (6) was then flown back to NAAS El Centro. The ejection seat was found two miles south of the crash.

The F4D right outboard wing panel, a piece of the UHF antenna, the forward portion of the FJ-4B Aero 7A pylon, the F4D elevon snubber valve and the outboard portion of the elevon were all found approximately 3 ½ miles southeast of the crash scene.

9. The Parachute

Examination of the parachute found it to be in excellent condition. There were five or six very small holes in the chute probably caused by sticks on the ground when the chute was gathered up. There was a rub burn on the left riser and also a rub burn on the pilot chute. The entire parachute canopy was clean with no rub burns, torn panels, or ruptured seams. The shroud lines were clean and unbroken with again, no rub burns.

A line over may occur when a parachute opens. The line over consists of a shroud line passing over the canopy when the canopy opens.

At the instant the canopy opens the line or lines attempt to restrain the portion of the canopy that they are over. The result however is that there is extreme damage. Numerous pictures were observed of line over parachutes at the Naval Parachute Unit and in each case the canopy received damage.

A twist may occur when the canopy opens resulting in two canopies twisted in the middle. However, when the canopy opens the area that is twisted will receive rub burns from the opening shock.

High-low pressures normally occurs when a parachute is descending. This is due to Navy parachutes being closed at the top. As the chute descends there will be some oscillation of the chute building up high pressure in the direction of oscillation and low pressure in the direction from which you came. Often times the low pressure area will collapse. As the direction of oscillation reverses the collapsed area opens and builds up pressure and the area that was open begins to collapse.

Static electricity has been known to exist in some cases of parachute fouling. However the chute that is held together by static electricity will be a streaming chute with no canopy at all.

(b) (5)

[redacted]

10. The Ejection Seat

A thorough examination disclosed nothing abnormal in the ejection system.

The automatic lap belt opener functioned normally allowing the pilot to leave the seat.

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The automatic chute openerarming cable was found in its proper position with the "D" ring attached to the lap belt and the arming cable, and "Lollypop" all intact. Further investigation revealed that if the arming cable is pulled at an angle of 3-5 degrees over a straight pull, the "Lollypop" will not separate from the arming cable housing. A method which will illustrate how a pull of near 5 degrees can be placed on the disconnect is shown in a series of ~~three~~ four pictures. It must be noted that in some trials of this method the lap belt latch was opened by force from the lap belt itself. Further investigation revealed that the automatic chute opener operated properly, (b) (5), (b) (6) [redacted]

The receptacle in which the D-501 is inserted was missing from the ejection seat. This receptacle is riveted in approximately 4 places and a lanyard is attached to the bottom to the receptacle which will unlatch the D-501 as the seat leaves the aircraft. It is not uncommon for the receptacle to be torn off the seat by this lanyard.

It has been found that two bodies following low trajectory angles with respect to gravity may have an equal drag ratio and they may fall together. In the event they fall together they may be in close proximity of one another.

11. The Pilot Injury

(b) (6) [redacted]

The accident occured at approximately 1334. The rescue helicopter from NAAS El Centro departed at 1345 with only a corpsman aboard. The Flight Surgeon had been sent by Operations to the end of the runway to await the other pilot. The rescue helicopter arrived at the scene of the crash at 1435 and found the pilot at 1459.

Because the NAAS El Centro helicopter did not have a doctor aboard an Air Force helicopter and doctor took the pilot back to NAAS El Centro where he was examined and placed in an ambulance and delivered to Balboa Hospital San Diego, California. Only a corpsman was sent along with LT (b) (6) in the ambulance.

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PART VIII
THE ANALYSIS

(b) (5), (b) (6)

(b) (5), (b) (6)

[redacted]

(b) (5), (b) (6)

(b) (5), (b) (6)

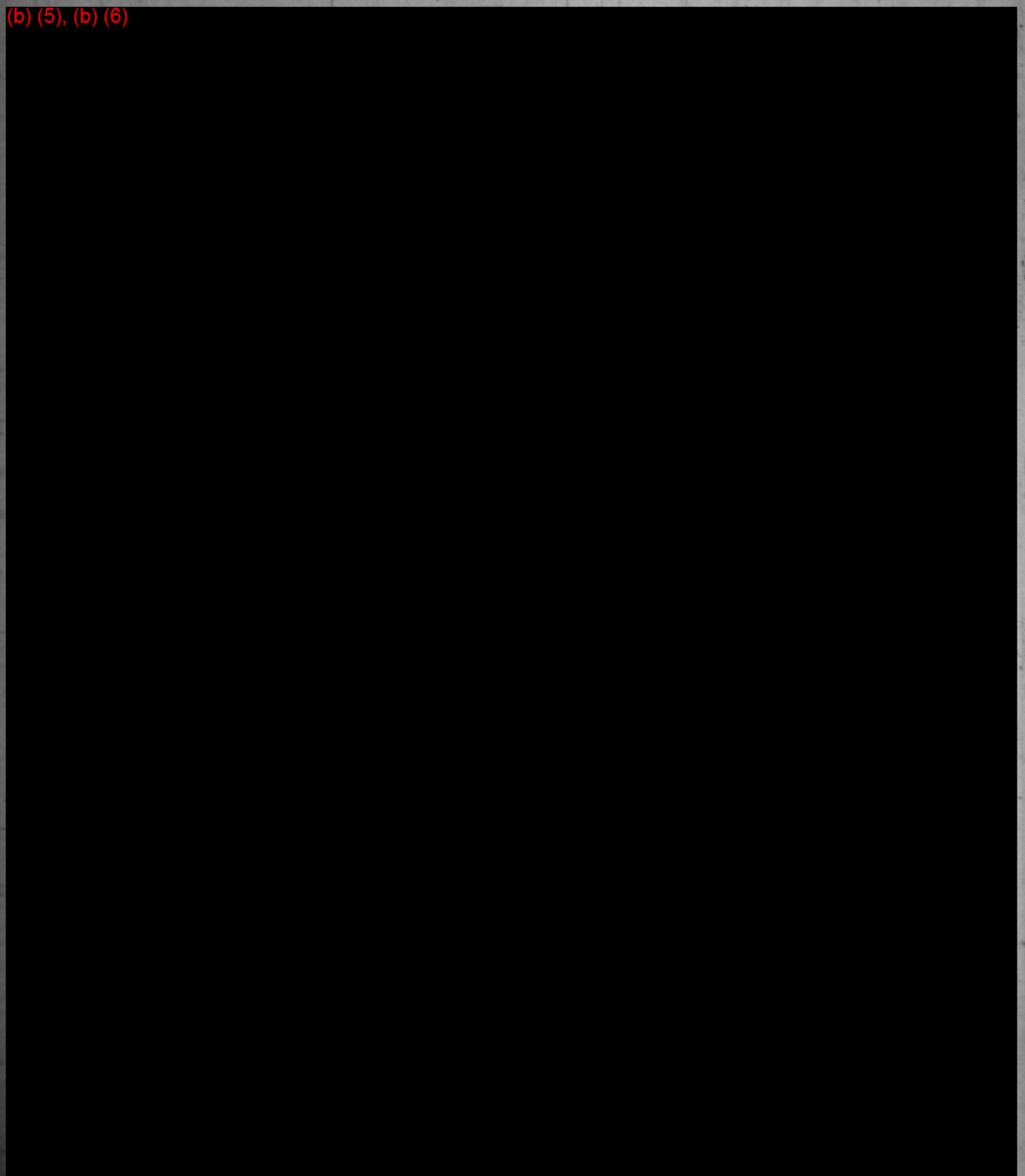
[redacted]

27

(b) (5)

[redacted]

(b) (5), (b) (6)



PART IX
COMMENTS AND RECOMMENDATIONS

(b) (5)

[redacted]

(b) (5)

[redacted]

STATEMENT OF LT (b) (6) USN, PILOT OF F4D 138796

(b) (5), (b) (6)

(b) (5), (b) (6)

STATEMENT OF LT(J.G.) [redacted] (b) (6) CONCERNING ACCIDENT FLD'
134796 PILOT [redacted] (b) (6)

(b) (5), (b) (6)

[redacted]

ENCL (2)

(b) (5), (b) (6)

[redacted]

ENCLOSURE (2)

7

STATEMENT OF LTJG (b) (6) USN CONCERNING ACCIDENT OF PAD
134796 PILOT (b) (6)

(b) (5), (b) (6)

(b) (5), (b) (6)

[redacted]

ENCLOSURE (3)

STATEMENT OF LTJG (b) (6) USNR, (b) (6) CONCERNING ACCIDENT OF
F4D 134796 PILOT (b) (6)

(b) (5), (b) (6)

[redacted]

ENCLOSURE (9)

18 November 1958

STATEMENT OF LCDR (b) (6) USNR, PILOT OF ROYAL BLUE 91 F9F-6P BUNO 141712. CONCERNING ACCIDENT FAD 134796 PILOT (b) (6)

(b) (5)

[redacted]

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to be Copy

(b) (6)

(b) (6)

ENCLOSURE (3)

18 November 1958

STATEMENT OF LTJG [redacted] USNR, PILOT OF ROYAL BLUE 92 F9F-8P BUNO [redacted]

[redacted]

ENCLOSURE (3)

HELICOPTER PILOT'S STATEMENT ON CRASH OF FLD BUNO 134796 PILOT (b) (6)

18 NOV 58

(b) (5)

[redacted]

(b) (6) [redacted] ADC/AP

Certified to be a True Copy

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(b) (6) [redacted]

ENCLOSURE (4)

ENCL (4)

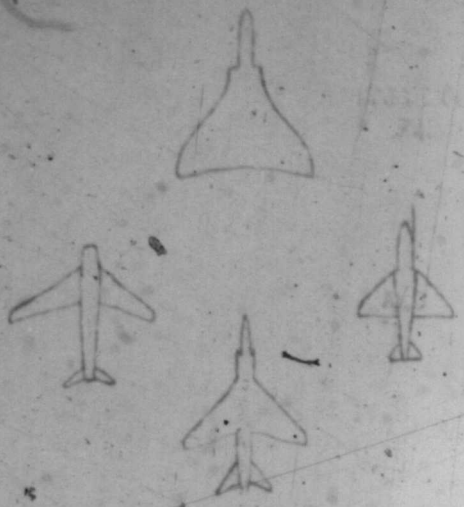

FIG 1.

FORMATIONS TO BE FLOWN
ON THE FLIGHT .

FIG 3.

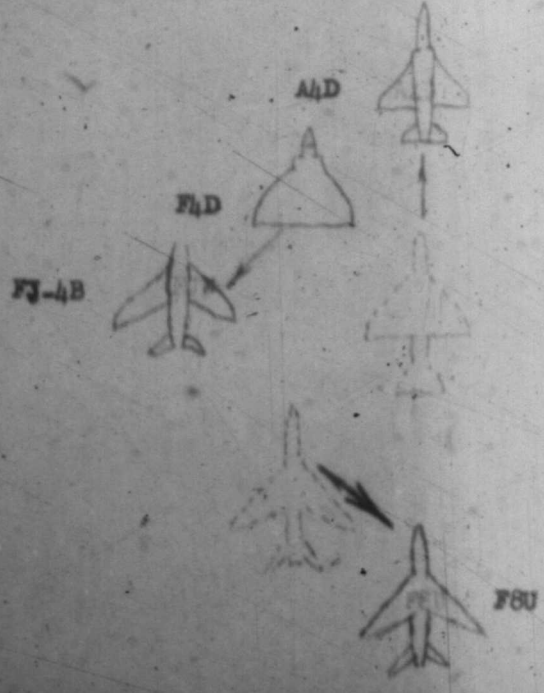

FIG 4. PLAN VIEW

DIAGRAM OF FORMATION CHANGE
IN PROFILE AND PLAN VIEWS

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ENCLOSURE (5)

MEDICAL OFFICERS REPORT OF AIRCRAFT ACCIDENTS/INCIDENTS AND GROUND ACCIDENTS

OPNAV FORM 3750.8 (REV. 2-54)
(Supersedes OPNAV Form 3750-11)

OPNAV REPORT 3750-1

GENERAL INSTRUCTIONS

1. This report shall be filed in the event of an aircraft accident/incident which involves one or more of the following:
   - Death
   - Injury,
   - Bail-out or Ejection *(attempted or successful)*
   - Wherever physiological or psychological factors are involved.
   - Aircraft Ground Accidents resulting in serious injury
   - Ditching
   - Water Crash
2. Completion of the form shall be the responsibility of the flight surgeon
3. For type accident and damage code refer to OPNAV INSTRUCTION 3750.6A.
4. This form shall be prepared in quadruplicate. One copy shall be turned over to the Aircraft Accident Board *(or the Survival and Intelligence Officer in the case of combat incidents)*, and the original shall be air mailed *(regular mail within 250 miles of Washington, D.C.)* direct to Chief of Naval Operations *(OP-57)* Navy Department, Washington 25, D.C. within 4 working days following the accident. The third copy shall be mailed direct to Safety Equipment Branch, BUAER, Navy Department, Washington 25, D.C. The fourth copy shall be forwarded direct via air mail *(regular mail within 250 miles of Norfolk, Va.)* to the U.S. Naval Aviation Safety Activity, Naval Air Station, Norfolk 11, Virginia. Where more than one aircraft is involved, separate forms must be completed for each aircraft wherein one or more of the requirements in paragraph 1. above are applicable. Additional copies may be prepared for use of squadron flight surgeons and other interested individuals.

1. FROM *(Ship or station address)*	2. SERIAL NO.	3. ACCIDENT OCCURRED *(Geographic location)*	4. TIME *(Local)*	5. DATE
USNAAS, El Centro, California		20 Miles North Thermal Radio	1330	11-18-58

	MODEL	BU. NO.	NO. OCCUPANTS	UNIT OPERATING AIRCRAFT	TYPE ACCIDENT	DAMAGE
6. PLANE COVERED BY THIS REPORT	F4D	134796	1	Fleet Air Gunnery Unit (PAC)	C	A
7. OTHER PLANE *(if involved)*	FJ-4B	139547	1	Fleet Air Gunnery Unit (PAC)		C

8. NAME OF PILOT IN CONTROL OF AIRCRAFT AT TIME OF ACCIDENT/INCIDENT *(Last, first, middle)*: [redacted]
UNIT PILOT ATTACHED TO: FAGU (PAC)

9. FLIGHT SURGEONS CHECK LIST: ☐ ALL PARTS OF FORM COMPLETED ☐ SURVIVORS NARRATIVES ☐ PHOTOS AS NEEDED ☐ RECOMMENDATIONS ☐ COPIES FURNISHED

10. REPORT FILED BY: [redacted] LT, MC USNR — SIGNATURE: [redacted] — DATE: 12-3-58

11. FORWARDED: [redacted] CDR — COMMANDING — SIGNATURE — DATE: 12-3-58

12. ☒ AIRCRAFT ACCIDENT ☐ AIRCRAFT INCIDENT ☐ COMBAT INCIDENT ☐ GROUND ACCIDENT

13. ACCIDENT DESCRIPTION

INCLUDE HERE A PARAGRAPH GIVING A BRIEF BUT FACTUAL ACCOUNT DESCRIBING THE ACCIDENT/INCIDENT. INCLUDE SUCH CAUSES AS KNOWN, ESTIMATES OF "G" FORCES, ANGLES OF IMPACT, SPEED ON IMPACT, ATTITUDE ON IMPACT, ETC. ATTACH PHOTOGRAPHS WHEN PERTINENT.

See Addendum - pilots statement

14. PILOT FACTORS *(Check pertinent pilot factors listed below)*

	PILOT	CO-PILOT		PILOT	CO-PILOT
IN CONTROL AT TIME OF ACCIDENT/INCIDENT	Yes		HYPOXIA SUSPECTED	NO	
AMOUNT OF FLIGHT TIME IN LAST 24 HOURS	2.5		CARBON MONOXIDE POISONING SUSPECTED	NO	
NUMBER OF FLIGHTS IN LAST 24 HOURS	2		FAULTY VISION	NO	
NUMBER HOURS DUTY IN LAST 24 HOURS	0		AEROEMBOLISM	NO	
HOURS SINCE LAST FULL MEAL	1		BLACKOUT, GREYOUT, REDOUT	NO	
TIME AT CONTROLS THIS FLIGHT	1.0		VERTIGO	NO	
TOTAL FLIGHT TIME	831.8		NIGHT BLINDNESS	NO	
TOTAL FLIGHT TIME IN MODEL	341.3		FATIGUE	NO	
NUMBER PREVIOUS ACCIDENTS	1		DOMESTIC DIFFICULTIES	NO	
DATE OF LAST ACCIDENT	10-16-57		UNFAMILIARITY IN TYPE AIRCRAFT	NO	
NUMBER DAYS GROUNDED IN LAST MONTH	0		ANXIETY REACTION	NO	
DATE LAST LOW PRESSURE INDOCTRINATION	Dec 1956		LAST CER *(date and score)*	1-11-58	+13
AMOUNT SLEEP IN LAST 24 HOURS	8		OTHER PERTINENT FACTORS IN ACCIDENT *(describe below)*		

[redacted]

...S AND CAUS...

SUMMARY OF SAFETY EQUIPMENT [illegible]

DIRECTIONS

1. Use separate form for each person.
2. Under Injury Class, use following key:

Class "A" Fatal injury, is considered for reporting procedure as one that results in death prior to submission of the Aircraft Accident Report.
Class "B" Critical injury is considered for reporting procedure as injury which threatens to result in death either from injuries sustained in the accident or from complications thereof. Critical injuries resulting in death within 30 days shall be reported by letter to the original addressees.
Class "C" Serious injury is considered for reporting procedure as injury less than critical but definitely requiring five or more days hospitalization involving medical treatment but from which the individual will be expected to recover. Unsuspected critical conditions or complications erroneously listed in this category which result in death within 30 days shall be reported by letter to the original addressees.
Class "D" Minor injury is considered for reporting procedure as any injury less than serious.
Class "E" No injury.
Class "L" Unknown injury - lost and presumed drowned.
Class "M" Unknown injury - missing.

3. Under disposition, use following key:
"N" - Uninjured
"G" - grounded
"R" - treated and returned to duty
"X" - hospitalized
"Y" - remains recovered
"Z" - remains not recovered

1. NAME	2. FILE NO.	3. RANK/RATE	4. AGE	5. WEIGHT	6. HEIGHT
[redacted]	[redacted]	LT	29	[redacted]	

7. DUTY ABOARD PLANE, ON DECK/GROUND	8. POSITION OCCUPIED AT TIME OF ACCIDENT	INJURY CLASS	DISPOSITION
PILOT	COCKPIT	D	X

11. SAFETY EQUIPMENT	MODEL/TYPE	AVAILABLE	USED	NOT USED	DAMAGED	LOST
SHOULDER HARNESS	HB-16000-1					
LAP BELT	HB-16006-2A					
INERTIA REEL	B-3300947					
"G" SUIT	None					
HELMET	A-5					
OXYGEN MASK	A-13-A					
GOGGLES	Incorporated in helmet					
SHOES (type)	Field					
FLIGHT SUIT (OTHER THAN "G" (type))	Summer					
EXPOSURE SUIT (type)	None					
OTHER (specify)	None					

WAS OXYGEN BEING USED AT TIME OF ACCIDENT: X YES ☐ NO

PRESSURIZATION: ☐ YES X NO

IF YES, OXYGEN SUPPLY PRESSURE PRIOR TO FLIGHT: 1800 PSI

AT TIME OF ACCIDENT: PSI

WAS OXYGEN EQUIPMENT PRE-FLIGHTED BY PILOT: X YES ☐ NO

IF SHOULDER HARNESS USED: LOCKED / UNLOCKED / TIGHT / SLACK

☐ PRESSED FORWARD AGAINST HARNESS ☐ PRESSED AGAINST SEAT BACK

ON IMPACT SAFETY BELT: LOCKED / TIGHT / SLACK

12. COMMENT ON EFFECTIVENESS (Entries of "No," "None," "as designed," etc., will not be accepted. If any equipment failed, describe failure and probable cause). Use additional sheet, if necessary.

See addendum

IN CASE OF BURNS, FREEZING, OR FROSTBITE, LIST ALL CLOTHING WORN. USE ADDITIONAL SHEET, IF NECESSARY.

13. POST CRASH EXAMINATION

IF DEAD, LIST PRIMARY CAUSE (multiple extreme, so state)

INTERNAL INJURIES [redacted]

AUTOPSY FINDINGS, IF PERFORMED

PLACE U.S.N.H., San Diego, Cal.

ESTIMATED LENGTH OF HOSPITALIZATION: 5-6 Months

LIST PRE-EXISTING PHYSICAL DEFECTS [illegible] condition permits): NONE

CARBON MONOXIDE-BLOOD CONC TEST-RESULTS: NONE

IF GROUNDED, REASON

ESTIMATED LENGTH OF GROUNDING

14. INJURIES

	DEGREE	1ST	2ND	3RD	1ST	2ND	3RD	1ST	2ND	3RD
☐ BURNS										
☐ FROSTBITE	AREA	HEAD (ventral)	(dorsal)		TRUNK (ventral)	(dorsal)		EXTREMITIES (upper)	(lower)	

UNCONSCIOUSNESS ☐ SHORT DURATION-LITTLE SIGNIFICANCE XX OTHER (time) UNKNOWN

HEAD INJURIES: CEREBRAL CONCUSSION ☐ MINOR ☐ SERIOUS ☐ CRITICAL ☐ FATAL; MINOR FACIAL INJURIES; MAJOR FACIAL INJURIES

MINOR EYE INJURIES ☐ RIGHT EYE ☐ LEFT EYE; MAJOR EYE INJURIES ☐ RIGHT EYE ☐ LEFT EYE

TYPE / BONES	SKULL: CRANIAL	FACIAL	VERTEBRAE (specify no.): CERV.	THOR.	LUMBAR	SACRAL	COCCYX	SHOULDER GIRDLE	RIBS	PELVIS	UPPER ARM L/R	LOWER ARM L/R	HAND L/R	UPPER LEG L/R	LOWER LEG L/R	FOOT L/R
SIMPLE FRACTURE	[redacted]															
COMPOUND FRACTURE																
COMMINUTED FRACTURE																
DISLOCATION																

AMPUTATIONS - STATE PARTS

AREA OF INVOLVEMENT	LACERATIONS: MILD	MODERATE	SEVERE	CONTUSION/SPRAIN/STRAIN: MILD	MODERATE	SEVERE	ABRASIONS: MILD	MODERATE	SEVERE
HEAD	[redacted]								
NECK									
THORAX									
ABDOMEN									
EXTREMITIES									
EXTREMITIES									

☐ DROWNED

15. CAUSE OF INJURIES (Entries such as "on impact," or "Undetermined" with no amplification will not be accepted. Use additional sheet, if necessary.)

OPNAV FORM-3750-8 (REV. 2-54) PAGE 3

BAILOUT - EJECTION REPORT

(Use separate form for each person)

NAME	FILE NO.	RANK	UNIT
[illegible]			DATE ACCIDENT
			MODEL
			SO. NO.

1. AT TIME OF EJECTION

				YES	NO
INDICATED AIR SPEED (Knots)	280 Knots	FEET IN STIRRUPS	Left only	X	X
ALTITUDE ABOVE SEA LEVEL	22,000 Ft.	SEAT BELT FASTENED		X	
ALTITUDE ABOVE TERRAIN	18,000 Ft.	SHOULDER HARNESS LOCKED		X	
ATTITUDE OF AIRCRAFT	Nose down slightly	SHOULDER HARNESS TIGHT		X	
		DISCONNECT USED (Give type)			

2. WERE "G" FORCES PRESENT XX YES ☐ NO — IF YES, STATE NATURE OF FORCE AND DIRECTION OF FORCE: Positive, about 4-5 G

3. LIST DIFFICULTIES EXPERIENCED IN EJECTION (jettisoning canopy, positioning, ejecting, etc.)

Much difficulty reaching face curtain dur to positive G.

4. AFTER EJECTION

HOW LONG WAS FACE CURTAIN HELD AFTER EJECTION

Unknown

DID SEAT TUMBLE AFTER LEAVING A/C	☐ YES	☐ NO	(If yes, describe) Unknown
AUTOMATIC LAP BELT RELEASE USED	XX YES	☐ NO	TYPE
AUTOMATIC RIP CORD DEVICE USED	☐ YES	XX NO	TYPE

TIME IN SEAT AFTER EJECTION (Seconds)

Unknown

WERE ANY DIFFICULTIES ENCOUNTERED IN LEAVING SEAT XX YES ☐ NO (If yes, describe) [redacted]

5. BAILOUT ON[redacted]

INDICATED AIRSPEED (Knots)			WAS FREE FALL DELIBERATE	☐ YES XX NO
ALTITUDE ABOVE SEA LEVEL			WAS BAILOUT OXYGEN AVAILABLE	XX YES ☐ NO; USED ☐ YES XX NO; TYPE
ALTITUDE ABOVE TERRAIN			ALTITUDE RIP CORD PULLED	About 22,000 indicated 18,000 above terrain.
ATTITUDE OF AIRCRAFT			ALTITUDE CHUTE OPENED	Unknown
BAILOUT OVER RIGHTSIDE	☐ YES	☐ NO	BODY POSITION WHEN CHUTE OPENED	Unknown, Probably horizontal
BAILOUT OVER LEFTSIDE	☐ YES	☐ NO	TYPE PARACHUTE NS-3	SIZE CANOPY 28 FEET
BAILOUT INVERTED	☐ YES	☐ NO	CHUTE HARNESS CINCHED TIGHT	XX YES ☐ NO

7. LIST ANY DIFFICULTIES IN PULLING RIP CORD OR CHUTE OPENING

See Pilots statement

CHUTE DAMAGE

N O N E

8. DESCRIBE NATURE OF TERRAIN LANDED ON (rocky, trees, water, etc.)

Arid desert

9. POSITION OF BODY ON LANDING

Upright to supine

10. DIFFICULTIES IN REMOVING HARNESS AND SPILLING CHUTE (windforce, knots, direction)

N O N E

11. METHOD OF RESCUE (List difficulties)

Air Force helicopter

12. LIST TRAINING INDIVIDUAL HAD FOR BAILOUT OR EJECTION

13. SAFETY EQUIPMENT	TYPE	USED	DAMAGED	LOST	DESCRIPTION OF DAMAGE OR WHEN LOST
HELMET	A-5	XX			
GOGGLES		incorp.			
OXYGEN MASK	A-13-A	XX			Thrown away during descent
CLOTHING		XX			
GLOVES		XX			
SHOES	Field	XX			

14. OTHER SURVIVAL EQUIPMENT (List type, effectiveness and damage)

15. INCLUDE SURVIVORS NARRATIVE OF ENTIRE PROCEDURE (Include comments on wind blast, force of ejection, sensation, etc.)

ADDENDUM TO #12 SAFETY EQUIPMENT

(b) (5), (b) (6)

[redacted]

ADDENDUM TO #12 SAFETY EXEMPTIONS

(b) (5)

[redacted]


(b) (5), (b) (6)

ADDENDUM TO #15

(b) (5), (b) (6)

CONCLUSIONS

(b) (5)

[redacted]

MEDICAL OFFICERS REPORT OF AIRCRAFT ACCIDENTS/INCIDENTS AND GROUND ACCIDENTS

OPNAV FORM-3750-8 (REV. 2-54)
(Supersedes OPNAV Form-3750-11)

OPNAV REPORT-3750-1

GENERAL INSTRUCTIONS

1. This report shall be filed in the event of an aircraft accident/incident which involves one or more of the following:
   - Death
   - Ditching
   - Injury
   - Water Crash
   - Bail-out or Ejection *(attempted or successful)*
   - Wherever physiological or psychological factors are involved
   - Aircraft Ground Accidents resulting in serious injury

2. Completion of the form shall be the responsibility of the flight surgeon.

3. For type accident and damage code refer to OPNAV INSTRUCTION 3750.6A.

4. This form shall be prepared in quadruplicate. One copy shall be turned over to the Aircraft Accident Board *(or the Survival and Intelligence Officer in the case of combat incidents)*, and the original shall be air mailed *(regular mail within 250 miles of Washington, D.C.)* direct to Chief of Naval Operations (OP-57), Navy Department, Washington 25, D.C. within 4 working days following the accident. The third copy shall be mailed direct to Safety Equipment Branch, BUAER, Navy Department, Washington 25, D.C. The fourth copy shall be forwarded direct via air mail *(regular mail within 250 miles of Norfolk, Va.)* to the U.S. Naval Aviation Safety Activity, Naval Air Station, Norfolk 11, Virginia. Where more than one aircraft is involved, separate forms must be completed for each aircraft wherein one or more of the requirements in paragraph 1. above are applicable. *(Additional copies may be prepared for use of squadron flight surgeons and other interested individuals.)*

1. FROM (Ship or station address)	2. SERIAL NO.	3. ACCIDENT OCCURRED (Geographic location)	TIME (Local)	5. DATE
NAAS, El Centro, California		20 Mi. North Thermal Radio	1330	11-10-58

	MODEL	BU. NO.	NO. OCCUPANTS	UNIT OPERATING AIRCRAFT	TYPE ACCIDENT	DAMAGE
6. PLANE COVERED BY THIS REPORT	FJ-4B	139547	1	Fleet Air Gunnery Unit (PAC)	C-2	C
7. OTHER PLANE (If involved)	F9F	134796	1	Fleet Air Gunnery Unit (PAC)		A

8. NAME OF PILOT IN CONTROL OF AIRCRAFT AT TIME OF ACCIDENT/INCIDENT (Last, first, middle): DOHENY, Vincent (n)

UNIT PILOT ATTACHED TO: FAGU (PAC)

9. FLIGHT SURGEONS CHECK LIST: ☐ ALL PARTS OF FORM COMPLETED ☐ SURVIVORS NARRATIVES ☐ PHOTOS AS NEEDED ☐ RECOMMENDATIONS ☐ COPIES FURNISHED

10. REPORT FILED BY

		SIGNATURE	DATE
(b) (6) [redacted], LT MC USNR	MC USN	(b) (6) [redacted]	12-3-58
[redacted] CDR	COMDG. USN	SIGNATURE	12-3-58

11. XX AIRCRAFT ACCIDENT ☐ AIRCRAFT INCIDENT ☐ COMBAT INCIDENT ☐ GROUND ACCIDENT

13. ACCIDENT DESCRIPTION

INCLUDE HERE A PARAGRAPH GIVING A BRIEF BUT FACTUAL ACCOUNT DESCRIBING THE ACCIDENT/INCIDENT. INCLUDE SUCH CAUSES AS KNOWN, ESTIMATES OF "G" FORCES, ANGLES OF IMPACT, SPEED ON IMPACT, ATTITUDE ON IMPACT, ETC. ATTACH PHOTOGRAPHS WHEN PERTINENT.

See addendum - pilots statement.

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14. PILOT FACTORS *(Check pertinent pilot factors listed below)*

	PILOT	CO-PILOT		PILOT	CO-PILOT
IN CONTROL AT TIME OF ACCIDENT/INCIDENT	Yes		HYPOXIA SUSPECTED	No	
AMOUNT OF FLIGHT TIME IN LAST 24 HOURS	0		CARBON MONOXIDE POISONING SUSPECTED	No	
NUMBER OF FLIGHTS IN LAST 24 HOURS	1		FAULTY VISION	No	
NUMBER HOURS DUTY IN LAST 24 HOURS	6		AEROEMBOLISM	No	
HOURS SINCE LAST FULL MEAL	1hr		BLACKOUT, GREYOUT, REDOUT	No	
TIME AT CONTROLS THIS FLIGHT	0.5		VERTIGO	No	
TOTAL FLIGHT TIME	1199.3		NIGHT BLINDNESS	No	
TOTAL FLIGHT TIME IN MODEL	8.9		FATIGUE	No	
NUMBER PREVIOUS ACCIDENTS	1		DOMESTIC DIFFICULTIES	No	
DATE OF LAST ACCIDENT	4-7-58		UNFAMILIARITY IN TYPE AIRCRAFT	No	
NUMBER DAYS GROUNDED IN LAST MONTH	5 days		ANXIETY REACTION	No	
DATE LAST LOW PRESSURE INDOCTRINATION	6-6-57		LAST CER *(date and score)* JK 35	7-30-58	
AMOUNT SLEEP IN LAST 24 HOURS	[illegible]		OTHER PERTINENT FACTORS IN ACCIDENT *(describe)*		

(b) (5) [redacted]

15. INCLUDE SURVIVORS NARRATIVES

OPNAV FORM 3750-8 (REV. 2-54)

SUMMARIES OF SAFETY EQUIPMENT, INJURIES AND CAUSE

DIRECTIONS

1. Use separate form for each person.
2. Under Injury Class, use following key:

Class "A" Fatal injury, is considered for reporting procedure as one that results in death prior to submission of the Aircraft Accident Report.
Class "B" Critical injury is considered for reporting procedure as injury which threatens to result in death either from injuries sustained in the accident or from complications thereof. Critical injuries resulting in death within 30 days shall be reported by letter to the original addressees.
Class "C" Serious injury is considered for reporting procedure as injury less than critical but definitely requiring five or more days hospitalization involving medical treatment but from which the individual will be expected to recover. Unsuspected residual conditions or complications erroneously graded in this category which result in death within 30 days shall be reported by letter to the original addressees.
Class "D" Minor injury is considered for reporting procedure as injury less than serious.
Class "E" No injury.
Class "L" Unknown injury - lost and presumed deceased.
Class "M" Unknown injury - missing.
3. Under disposition, use following key:
"F" - Uninjured
"G" - grounded
"R" - treated and returned to duty
"H" - hospitalized
"D" - remains recovered
"J" - remains not recovered.

1. NAME		3. RANK/RATE	4. AGE		
(b) (6) [redacted] (n)	(b) (6) [redacted]	LTJG	26	(b) (6) [redacted]	
7. DUTY ABOARD PLANE, OR DECK/GROUND	8. POSITION OCCUPIED AT TIME OF ACCIDENT				
Pilot	Cockpit			E	E

11. SAFETY EQUIPMENT	MODEL/TYPE	AVAILABLE	USED	NOT USED	DAMAGED	LOST
SHOULDER HARNESS	MS 16068-1 (ARR)					
INERTIA REEL	[illegible] (A)					
"G" SUIT	Z-2					
HELMET	H-5					
OXYGEN MASK	A-13-A					
GOGGLES	Incorporated in helmet					
SHOES *(type)*	Field					
FLIGHT SUIT, OTHER THAN "G" *(type)*	Summer Z-2					
EXPOSURE SUIT *(type)*	None					
OTHER *(specify)*	None					

WAS OXYGEN BEING USED AT TIME OF ACCIDENT: XX YES / NO

[illegible]: YES / XX NO

IF YES, OXYGEN SUPPLY PRESSURE PRIOR TO FLIGHT: PSI; AT TIME OF ACCIDENT: PSI

WAS OXYGEN EQUIPMENT PRE-FLIGHTED BY PILOT: XX YES / NO

IF SHOULDER HARNESS USED: LOCKED XX; UNLOCKED; TIGHT XX; SLACK

PRESSED FORWARD AGAINST HARNESS / PRESSED AGAINST SEAT BACK

ON IMPACT SAFETY BELT: LOCKED XX; TIGHT XX; SLACK

12. COMMENT ON EFFECTIVENESS *(Entries of "No," "None," "as designed," etc., will not be accepted. If any equipment failed, describe failure and probable cause). Use additional sheet if necessary.*

Not utilized

IN CASE OF BURNS, FREEZING, OR FROSTBITE, LIST ALL CLOTHING WORN. USE ADDITIONAL SHEET IF NECESSARY.

13. POST CRASH EXAMINATION

IF DEAD, LIST PRIMARY CAUSE *(multiple, extreme, so state)*

INTERNAL INJURIES

AUTOPSY FINDINGS, IF PERFORMED

IF HOSPITALIZED, GIVE DIAGNOSIS — PLACE

ESTIMATED LENGTH OF HOSPITALIZATION

LIST PRE-EXISTING PHYSICAL DEFECTS PRESENT AT TIME OF POST CRASH EXAMINATION (or condition permits)

CARBON MONOXIDE-NAME CONC TEST-RESULTS

IF GROUNDED, REASON — ESTIMATED LENGTH OF GROUNDING

14. INJURIES

	DEGREE	1ST	2ND	3RD	1ST	2ND	3RD	1ST	2ND	3RD	CARBONIZATION ENTIRE BODY
BURNS / FROSTBITE	AREA	HEAD *(ventral)*	*(dorsal)*		TRUNK *(ventral)*	*(dorsal)*		EXTREMITIES *(upper)*	*(lower)*		

UNCONSCIOUSNESS: SHORT DURATION-LITTLE SIGNIFICANCE; OTHER *(time)*

HEAD INJURIES: CEREBRAL CONCUSSION — MINOR; SERIOUS; CRITICAL; FATAL. MINOR FACIAL INJURIES; MAJOR FACIAL INJURIES.

MINOR EYE INJURIES — RIGHT EYE; LEFT EYE. MAJOR EYE INJURIES — RIGHT EYE; LEFT EYE.

TYPE / BONES	SKULL: CRANIAL	FACIAL	VERTEBRAE *(specify no.)*: CERV.	THOR.	LUMBAR	SACRAL	COCCYX	SHOULDER GIRDLE	RIBS	PELVIS	UPPER ARM L/R	LOWER ARM L/R	HAND L/R	UPPER LEG L/R	LOWER LEG L/R	FOOT L/R
SIMPLE FRACTURE																
COMPOUND FRACTURE																
COMMINUTED FRACTURE																
DISLOCATION		JAW									SHOULDER	ELBOW	WRIST / HAND	HIP	KNEE	ANKLE / FOOT

AMPUTATIONS - STATE PARTS

AREA OF INVOLVEMENT		LACERATIONS MILD	MODERATE	SEVERE	CONTUSION/SPRAIN/STRAIN MILD	MODERATE	SEVERE	ABRASIONS MILD	MODERATE	SEVERE
HEAD	VENTRAL									
	DORSAL									
NECK										
THORAX	VENTRAL									
	DORSAL									
ABDOMEN	VENTRAL									
	DORSAL									
EXTREMITIES *(upper)*										
EXTREMITIES *(lower)*										

DROWNED

SHOCK: MILD; MODERATE; SEVERE. EXPOSURE: MILD; MODERATE; SEVERE.

15. CAUSE OF INJURIES *(Give opinion as to cause of each injury indicated above. Give specific parts of aircraft involved. Entries of "No," "None," "Sustained on impact," or "Undetermined" with no amplification will not be accepted. Use additional sheet, if necessary.)*

ADDENDUM TO MEDICAL OFFICER'S ACCIDENT REPORT

(b) (5), (b) (6)

[redacted]

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RESUME OF PILOTS EXPERIENCE

LT (b) (6)

1. Designated a Naval Aviator 20 March 1956

2. Reported FasRon 12 in April 1956. Proficiency flying.

JD-1	Co-Pilot	8.6 Hours

3. Reported VF-141 June 1956. VF(AW) Operational duty.

FJ-3		4.2 Hours
F2H-3		11.7 Hours
TV-2		22.3 Hours
F3D-2T	Co-Pilot	33.6 Hours
F4D-1		291.1 Hours

4. Reported FAGUPAC July 1958. Flight instructor VF(AW).

F4D-1	67.6
SNB-5	4.0

LTJG (b) (6)

1. Designated a Naval Aviator 20 May 1955.

2. Reported VF-63 July 1955. Operational duty.

F9F-6	45.9 Hours
FJ-3	339.8 Hours
TV-2	34.5 Hours

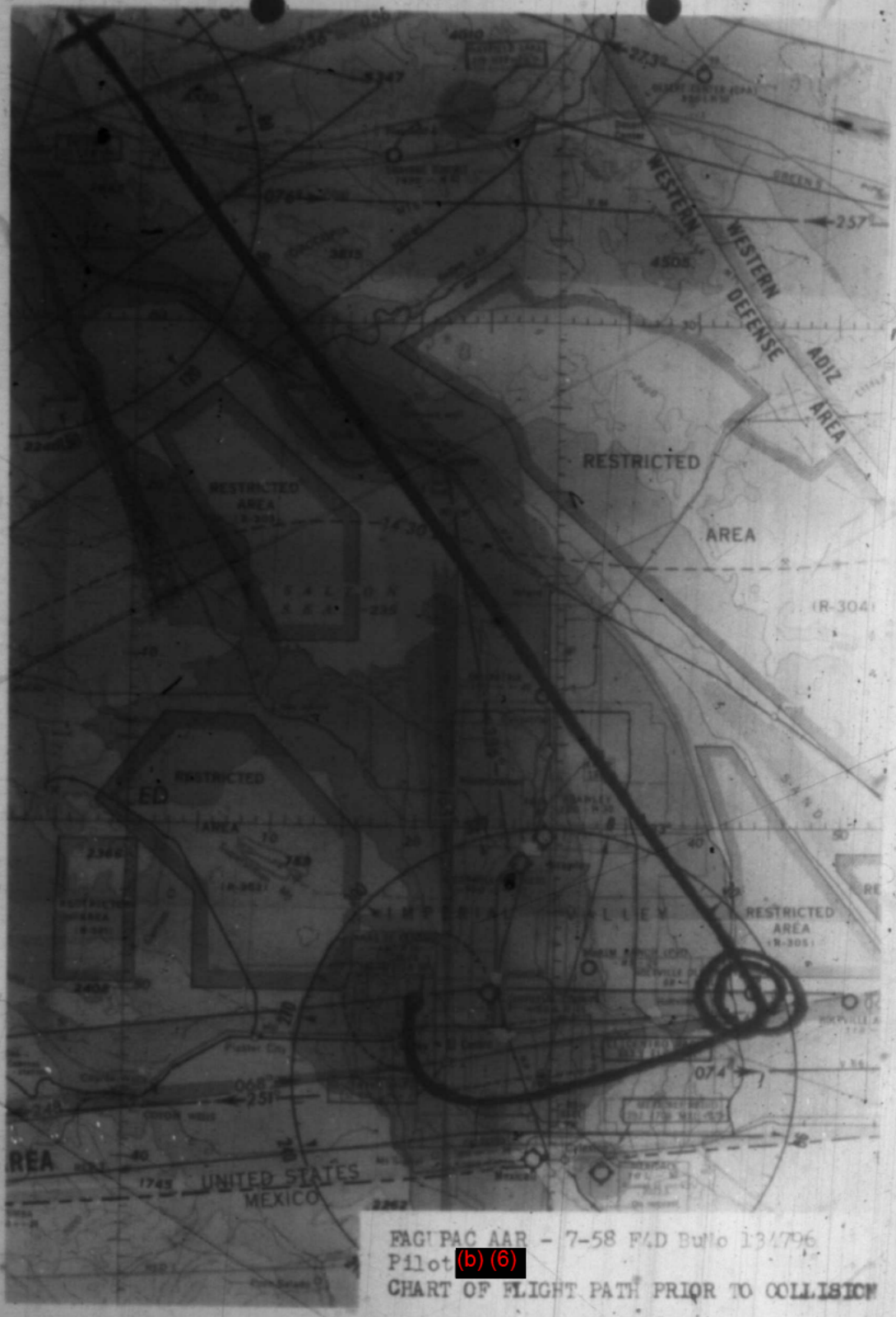
3. Reported FAGUPAC July 1957. Flight instructor VF.

TV-2	27.2 Hours
FJ-3	222.2 Hours
F8U-1	21.0 Hours
FJ-4	8.7 Hours

Enclosur

ENCL (8)


PACUPAC AAR 7-58 FLD"134796
PILOT (b) (6)
CRASH SITE IMMEDIATELY AFTER

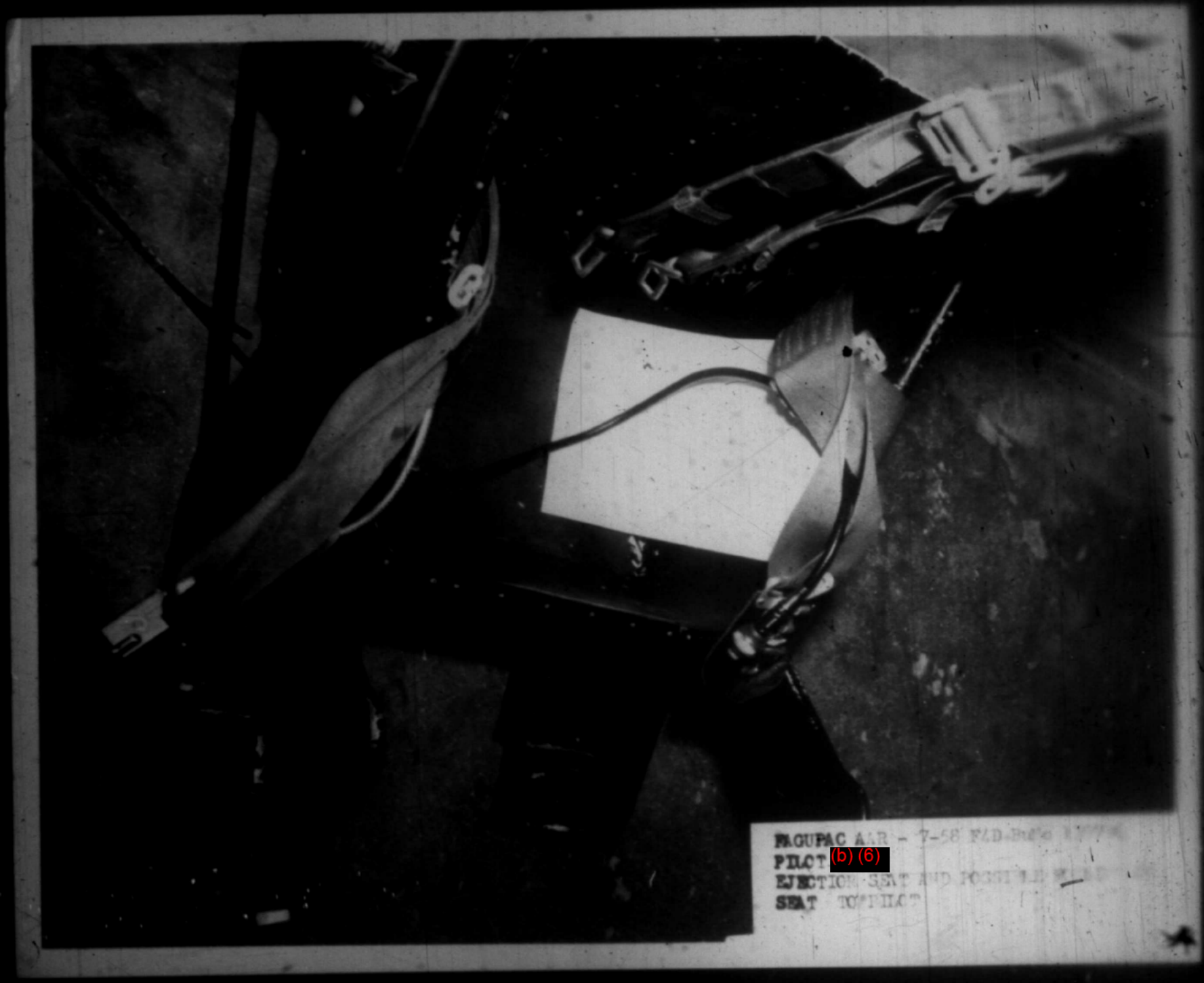


FAC! PAC AAR - 7-58 F4D Bu No 134796
Pilot (b) (6)
CHART OF FLIGHT PATH PRIOR TO COLLISION


(b) (6)

(b) (6)

BEFORE FLIGHT
(b) (6)


PACUPAC AIR - T-38
PILOT (b) (6)
EJECTION SEAT AND POSITIVE
SEAT TO PILOT


FACUPAC AAR - 7-58 FAD
PILOT (b) (6)
EJECTION SEAT AND
PARACHUTE CARL